

GREAT INCREASE IN STEAM-BOAT PASSENGERS.

Owing to the approaching Ming Tsing celebrations there was an extraordinary large number of Chinese passengers travelling to Canton by the Sunday night boats. The Paul Bau and the Kwang Sei were packed to their fullest extent. At this season it is the custom of the Chinese to repair to their native villages and perform certain rites at their ancestral burying places. The scene at Canton morning was one not easily forgotten. At the moment of dropping anchor the ships were surrounded by hundreds of sampans the owners of which were doing their utmost to secure a "job." The noise of the shouting was like a small pandemonium. The thing that strikes the European onlooker most of all is the remarkable good temper shown by the Chinese under such circumstances. There is never any fighting and rarely any quarrelling and any notices a tremendous amount of "give and take" among them.

The local steam launches and junk at Canton are also doing a good trade in the passenger traffic, many of them being packed as tightly as the proverbial herrings.

ST. JOHN'S CATHEDRAL.

On Good Friday a shortened form of Mass was sung at 9.15; after which a short selection from the "Messiah" will be given. The Cathedral Choir will on this occasion be only slightly augmented, as the organ being under extensive repair, there will not be enough of it available to support a large chorus.

HIGHWAY ROBBERY RAM-PANT NEAR AMOY.

(From Our Own Correspondent.)

March 23.

The Dragon River, in the estuary of which are the islands of Amoy and Kulangsa, is divided into two main branches known respectively from their prevalent directions as the West and North Rivers. Both branches run amidst mountainous districts but the North River is the wilder of the two. The mountains are more numerous and of higher altitude, and certain parts of the district through which the river runs are difficult for the mandarins' control. For many years past sections of the river between Hwa Feng and the District of Chang Ping Hsin has been infested by bands of highway robbers who come from the neighbouring county of An Khoo. A dozen or more of these reckless marauders make a swift dash over the hills from An Khoo and pointed down upon the defenceless boats as they are laboriously dragging their heavy laden boats up the rapids. It is a perilous journey of two days (about 40 English miles) but the rapids are so numerous and many of them so dangerous that accidents are not infrequent, often causing loss of life and of goods, occasionally the boats are actually wrecked. But as if the perils by water were not enough the perils from these robbers are added also. Only three days ago two boats were held up and two captives shot, one was shot as he stood at the helm of his boat and fell instantly into the river and was drowned; the other was shot in the back and now lies in a precarious condition, doubtless expecting that he may succumb to his injuries. Both the boats and passengers were robbed and everything portable taken away. The marauders escaped as usual with their booty to their fastnesses among the hills.

For the last year or two every boat has had a soldier on board armed with a rifle, but these men don't seem to have been of much use, and as the robber bands consist generally of from eight to a dozen men, all well armed, they do not fear the Chinese soldiers in the least. The Mandarins promised awhile since that if any Captain or soldier was killed a sum of \$300 would be paid to his relatives. Now they refuse to pay out a dollar, and so just at present no boats are running on this stretch of the river, as they, quite rightly, refuse to risk their lives if the Authorities will neither protect nor recompense them.

China is verily in transition and many changes are in rapid progress, but they are not all for the better. Since I began to travel in this region both the cost and the risks of travel have become greater. The only means of locomotion are by sedan chairs and by river boats. Not only has the cost of both doubled in ten years, but it has become increasingly difficult to get good chairs in many places and the boats are most irregular and unsatisfactory. The Fokien province, at least so far as the southern portion is concerned, is on the down grade, and unless some measures are undertaken to stop the rot that has set in, life won't be worth living in it for long. The cost of everything has gone up enormously in the last ten years; plague, malaria, floods, migration have more than devastated the towns and villages; there are hundreds of empty houses not only in some of the towns, but also in the villages; indeed, some villages have ceased to exist, and some of the land has gone out of cultivation. It is pitiable to see a fertile soil and a district rich in mineral wealth going to waste and ruin through causes many of which are distinctly avoidable. Given good government and actual land property and security would speedily result.

NEURALGIA AND SCIATICA.

THESE two painful forms of neuralgia are often mistaken for rheumatism, but they are not. Neuralgia is a disease of the nerves, and sciatica is a disease of the sciatic nerve. They are both caused by inflammation of the nerve, and are treated by rest, warmth, and electricity.

ITEMS AT THE COURT.

A boatwoman was fined \$5, at the Marine Court to-day, for carrying passengers in her cargo boat.

Five natives were each fined \$7, or 14 days' imprisonment, at the Magistracy to-day, for being in the servants' quarters at Rosary Church, Kowloon, without permission.

A fine of \$5 each was imposed on two boatmen, by Commander Basil Taylor, R.N., at the Marine Court to-day, for failing to stop when called upon to do so by the police.

A native climbed over the wall at the French priest's premises at Pokfulam, obtained access to the building and made off with an alarm clock and a suit of clothes. At about 3 o'clock in the morning he was walking along at West Point when P. C. Grant suspected him and took him into custody. It was found that he had the clock in his possession and was wearing the trousers of the stolen suit. At the Magistracy to-day he was sentenced to six weeks' imprisonment and six hours' stocks.

A MONUMENTAL WORK.

Twenty-first Century Impressions of Hong Kong, Shanghai, and other Treaty Ports of China. Editor-in-chief ANSON WATSON. London: Lloyd's Greater Britain Publishing Company, Ltd.

To review such a volume as this is like asking for a review of the "Encyclopaedia Britannica." It verges on the impossible. The work is on so vast a scale, so many hands have taken a share in its production; so varied are the articles which find room within its ample borders that even the most courageous reviewer quails at the task of awarding praise and blame in just and adequate proportion. A casual glance through the portly tome convinces one that nothing has been omitted that can in any way throw light upon the present condition of affairs in the various places treated. The book is a perfect microcosm of Hong Kong, Shanghai and the treaty ports of China. Officials high in the service of the Colonial Government have contributed articles dealing with the work of their own particular departments; competent men have penned articles on Foreign Trade, Currency, Silk Industry, Tea, Cotton, Chinese Characters, the Flora of China, the Ecclesiastical propaganda, Customs and Customs of the Chinese, etc. Every phase of Hong Kong life is adequately treated; social, business, journalistic, and the style of treatment and writing is as varied as the matter. Incorporated in much autobiographical matter, while all the more famous business men are described, their history told and their present position in the world truthfully set down. The letterpress is decidedly good throughout, and the same can be said of the hundreds of portraits and illustrations which are scattered throughout the eight hundred and odd pages, beginning with the striking portrait of H.E. Sir Frederick and Lady Lyard and ending with a pretty page of Fookchow views. The book will provide reading for many a long day and thereafter will take high rank as a work of reference indispensable for all whose lot lies within that interesting portion of the world's surface known as the China Coast.

THE WRECK OF THE SAN CHEONG.

(From Our Own Correspondent.)

On Friday the S.S. San Cheong started from Canton on the usual trip to Hong Kong. There was a large complement of Chinese passengers and one European saloon passenger—this, by the way, happened to be our own Canton correspondent. All went well, as usual, until at a quarter to twelve, a powerful gale and vibration was noticed. Our correspondent was asleep at the time but the noise, which only lasted a few seconds, woke him. The noise ceased, however, he went to sleep again, but a few minutes later was awakened by the sound of voices. He then went out on deck and found that the vessel had been beached. It appears that the shaft had broken and that large quantities of water had poured into the ship from the stern through the orifice in which the shaft works.

On seeing the state of affairs Captain McGinty immediately beached the ship and so made it impossible for any lives to be endangered. It was lucky that the accident occurred exactly where it did as the spot where the boat was beached seemed almost to have been constructed by nature for the purpose. The stern was blown several times and another boat (the Hoi Tung), which was near by, answered and stood by. The captain ordered out the boats and the work of transshipping the passengers to the other ship began. Captain McGinty directed the operations and so well did he perform his task that there was no sign of fear or panic. There was no connection, and the passengers and their effects were sent away as quietly as if nothing had happened. It was a glorious night, with a fine moon shining overhead and it was an impressive sight to see the laden boats making their journey in silence to the other ship.

In a very short space of time all the passengers were transhipped and the rescuing vessel steamed away for Hong Kong. Our correspondent stayed on board the San Cheong until next day when a launch and a huge barge came round to save the cargo.

The greatest praise is due to Captain McGinty for the splendid way in which he handled his ship at such a critical moment and to the officers under him for the way in which they seconded his efforts.

FARCE AND MUSICAL FARCE.

Mr Hugh Ward on Modern Plays.

Mr Hugh J. Ward, whose London Comedy Co. will appear at the Theatre Royal on Easter Monday, 12th inst., made some interesting statements to an interviewer recently on the subject of modern farce, coming from a Drury Lane comedian, should prove of interest. "Comedy," he said, "in light of satirical vein in the class of entertainment the public most deems at the present day. The demand of all theatre-goers is for amusement, and by amusement I mean purely spontaneous merriment. Audiences seeking and paying for entertainment do not want to exercise their brains too much in discovering the wit or humour of a play. Subtlety in drama is all very well as literature, but it doesn't, in my opinion, set well. Stage action in this era is too quick to reveal under-currents of brilliancy. Humour should be on the surface, which doesn't necessarily mean that it need be superficial, for some of the broadest situations and most payable jokes often yield food for after-thought. So after a lifetime spent in all branches of theatrical art I have declared in favour of farce since it is the only form of entertainment which can open the valves of humour and loosen those torrents of laughter which are pent up even in the saddest natures.

"Now by farce I mean, not rank buffoonery, but a bright happy treatment of human types or human affairs. A good farce usually burlesques some modern phase of events or certain well-known characters. It deals with society as the cartoon deals with politics. It exaggerates a pronounced defect, it caricatures an eccentric type of individual; it relieves the inevitable humour of it. In other words, farce is comedy. It is not, however, as you say, a caricature of the world, but there is yet a bright side to everything. Farce, in fact, is the 'silver lining' which obscures the cloud.

"For instance, in my present repertoire, I have several farces which are burlesques of social conditions of a satirical or recognized type. 'The Man from Mexico' and 'The New Clown' are two of the most successful classes of farce, for they play people of well-known character in utterly incongruous, though perfectly possible, situations. The scheme of such farce as this is more original than the old 'mistaken identity' plan which reached its summit with Shakespeare.

"There is another form of entertainment, which is exceedingly popular at the present time, known as 'Musical Farce.' This is simply farce, comedy, with musical interludes. It should not be confused with musical comedy, which is an offshoot of some opera. Musical comedy demands choruses of elaborate songs which are all very well, when they can be produced in proper London style, but are better left alone otherwise. Musical farce is in my opinion, the only form of comedy, including songs and dances, which can be presented on a really first-class stage in these countries. The theatre, as you are well aware, is not large enough to do the musical comedy, and the musical comedy, as you are well aware, is not large enough to do the musical farce.

"There is no doubt about the estimation of the Conservatives to the right office. They have both money and men enough to face the fight in all contingencies. It was largely organization that accounted for the victory in Glasgow, and the same careful preparation is proceeding everywhere. Indeed there is a sort of scheme for having 'underhanded' to candidates in many constituencies, so that if a candidate should be elected, he would have to drop out of the running there will be a second man right there to step into the breach. We shall see whether this is the case or not.

LONDON LETTER.

(From Our Own Correspondent.)

London, March 10.

B-r-r-r! Oh you bakers under Eastern skies, think of the survivors of us afflicted mortals. Ten days ago we were shuddering our overcoats and talking of the approach of Spring. The Weather Clerk was having a joke with us, for in a few hours up came a gey pall and spat down upon us the greatest spate of snow, sleet, rain, hail, and fog that we have been struck with for half a generation.

More lame horses have been led to the veterinary surgeons' after fearful experiences on the streets than I ever remember. The storm let up for a hour or two and gay parties set out to the theatre in all their light finery. It was another practical joke. When they came out of the theatres the snow was coming down like a blanket, the cats were few and far between, the rates charged were exorbitant—and most of the buses failed to run at all.

Up in the North, though the fall has been heavy, the weather has not been so bitter. Right down into Italy the people are shivering with the thermometer under thirty, while the only comfortable place seems to be Iceland, by a strange freak, for the temperature registered there is quite fifteen degrees higher than on our South coast. The influenza fend is about and pneumonia is claiming his own every day. Still the slush goes and the forecasts are all unfavourable. B-r-r-r!

It is a bad time altogether, apart from the cold and the snow. Thousands of miners out on strike in Wales because the owners won't keep the pits going in spite of lack of orders. Similar troubles are threatened among miners of the North, and the Tyne is full of idle shipping. Lloyd George is on the pounce for money for his next Budget. And there is political uncertainty as to the next few months.

So, in face of all this, there are new companies hanging fire and investors for once anyway watching the situation with both eyes on the market and both hands on the board box—what is left of it. No wonder the projected Chinese loan is slow in getting going, and Russian and other loans in a condition of stagnation.

But if there is no other good side to this strain of money it is at all events helping to keep the peace in the Balkans. There have been all sorts of warlike reports flying about for weeks as to Serbia's anxiety to get to grips with the unappealable foe, but I doubt if it will ever come about—at any rate out of the present mix-up of interests.

The fact is, if Russia had been forced to take the field against Austria, as she would if Serbia had got going, there would have been a general conflagration, Russia's only resource would have been her gold reserves, for she could not get another loan just now, under any conditions. If she had taken hold of her gold reserves for war purposes there would have been a suspension of cash payments and then on every stock exchange in Europe there would have been a riot of ruin.

France would have suffered cruelly in that case, for hundreds of thousands of French small investors have money in Russian stocks. Hence financiers in England, France and Germany, to say nothing of Russia, have been using every means to hold the aggressive elements in check. They seem to have succeeded, for although there appears almost daily some disclaimer of pacific ideas from the official mouthpieces of Serbia they are intended to satisfy the fire-eaters of that country, and need not be taken too seriously. Poverty, in short, added to the danger of a general conflagration, is an influence for peace to-day.

Mr Thomas Gibson Bowles, formerly Conservative and cautious member for King's Lynn, gained some notoriety by satirically dubbing the last Cabinet the "Hotel Cecil," because of the number of Cecil relatives included in it. When he saw the Conservative party going over to the Protectionists he went a step further and appeared on Liberal platforms in defence of Free Trade. Mr Balfour having beaten him in the City he became the Liberal candidate in Glasgow and gave the Protectionists of that business city lots of platform antics and lively banter. If the polling had come off quickly the brilliant little joker might have had some chance, but he was defeated, but the campaign dragged on and "Tommy" Bowles has been left to fight in an avalanche of carefully considered Scotch votes.

His bid for Glasgow a sorrowful farewell, saying he was now free to return to sunny Spain to play indifferent golf at the worst links in the world.

Other elections have been held by the government but they get little satisfaction out of them, for the majorities are dropping. Tariff Reform is, I hear, making headway too in the country divisions and I am inclined to think that if a general election took place at once neither party would secure a working majority. So delay, it seems to me, suits the looks of both.

But there is no doubt about the estimation of the Conservatives to the right office. They have both money and men enough to face the fight in all contingencies. It was largely organization that accounted for the victory in Glasgow, and the same careful preparation is proceeding everywhere. Indeed there is a sort of scheme for having 'underhanded' to candidates in many constituencies, so that if a candidate should be elected, he would have to drop out of the running there will be a second man right there to step into the breach. We shall see whether this is the case or not.

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been much fraud in getting Old Age Pensions in Ireland, and in account of the second reading of the Daylight Saving Bill that is to make us get up at six in the morning under the belief that it is seven, all through the summer. Sir Henry Norman drew a fine picture of the human condition in the most interesting physics of the nation if we all turned out into the sunlight in the early hours and some Labour members supported the idea, so that the workers could get another hour's cricket in the evening, but other Labour members feared it would simply mean that many firms would work their men and women overtime for another hour, agricultural members declared against any juggling of hours as affecting farm work, and Sir Frederick Bantley, representing the City of London, asked that the Bill be dropped. He said that the Bill would be a half-hour during which New York and England would be at work together, while in cities in Western America there would be no market at all. He said there was a majority for the second reading of the Bill it has gone to a Select Committee for consideration. Probably they will either hold it out of Parliament indefinitely or will modify the proposal. The question, however, is: "Why, in thunder, if you must alter the clock, don't you alter it once for all instead of setting the clock on an hour in the third Sunday in April and setting it back an hour in the third Sunday in September?" But I must add that the idea is getting support in many and various quarters as time goes on.

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General Agents.

Hongkong, March 15, 1909.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First-Class Unloading.

STEAMSHIP	For	LEAVING
HAINAN	SWATOW.	WEDNESDAY, 7th April, at 1 p.m.
MAJONG	SWATOW, AMOY & FOCHOW.	FRIDAY, 9th April, at Noon.
HAITAN	SWATOW, AMOY & FOCHOW.	TUESDAY, 13th April, at Noon.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, November 17, 1908.

JAVA-CHINA-JAPAN L.I.N.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPARTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJUPANAS	JAVA	First half of April.	SHANGHAI	First half of April.
TJILIWONG	JAPAN	Do.	JAVA	Do.
TJILATJAP	JAPAN	Second half of April.	JAVA	Second half of April.
TJIKINI	JAPAN	Do.	JAVA	Do.
TJIBODAS	JAVA	First half of May.	JAPAN	First half of May.
TJIMAEI	JAVA	Do.	SHANGHAI	Do.

THE Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN L.I.N.

YOKO BUILDING, 1st Floor.

Telephone No. 375.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.

Head Office: LUDGATE CIRCUS, LONDON, E.C. TICKETS TO EUROPE, by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the World. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged. Head Office for the Far East: 15, DES VUEZ ROAD, HONGKONG. Japan Office: 14, WATER STREET, YOKOHAMA. Hongkong, April 4, 1909.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MINNESOTA -

28,000 TONS

BETWEEN YOKOHAMA, KOBE, YAKASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA' Captain Chas. Austin, THURSDAY, 8th May, at Noon 1909. Calling at Manila, P.I. Westbound and omitting Shanghai Eastbound.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada, also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Scenes and State-rooms (all inside rooms), Main room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by mail if desired between ports of Yokohama, Kobe, and Nagasaki, without extra charge.

For convenience of country cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, Agents.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANÇAIS FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship TONKIN. Captain CHARBONNIER will be despatched for the above ports on or about MONDAY, the 13th instant. P. DE CHAMPMORIN, Agent. Hongkong, April 5, 1909.

SHIRE LINE OF STEAMERS, LIMITED. FOR MARSEILLES, LONDON AND ANTWERP.

Taking Cargo on through Bills of Lading to all ports in the United Kingdom and the Continent.

THE Company's Steamship GLAMORGANSHIRE will be despatched as above on or about 20th April.

For Freight, apply to JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, April 1, 1909.

Shipping.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship ARRATOON APOR. Captain A. Szwarc, will be despatched for the above Ports on SATURDAY, the 10th April, at 8 p.m. For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents. Hongkong, April 5, 1909.



FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. Through Bills of Lading issued for BATAVIA, PERIAN GULF, COCHIN, TIENTSIN, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship DEVANHA, Captain W. HAYWARD, R.N., carrying His Majesty's Mails, will be despatched from this for BOMBAY, etc., for Passengers and Cargo, on SATURDAY, the 17th April, 1909, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship MONGHAT, 10,000 tons, from Colombo. Passengers' accommodation in Hongkong. Silk and Valuable, all Cargo for France and India for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Penang, and then to London, or to Bombay, by the E.M.S. Oudezon, due in London on the 28th May, 1909. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further Particulars, apply to E. A. HEWITT, Superintendent. Hongkong, April 5, 1909.

SHIRE LINE OF STEAMERS, LTD. FOR SOUTHAMPTON, LONDON & ANTWERP.

THE Steamship MONMOUTHSHIRE. Captain G. S. WATKINS, R.N., will be despatched as above on or about 15th May. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, April 5, 1909.

NOTICES TO CONSIGNEES. FROM SINGAPORE, PENANG AND CALCUTTA.

THE Steamship Japan having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside the ship.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense. Cargo remaining on board after 4 p.m. of the 6th instant, will be landed as Consignees' risk and expense.

Consignees of cargo from Singapore and Penang are requested to take immediate delivery of their Goods from alongside. Goods will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd., Agents. Hongkong, April 2, 1909.

NIPPON YUSEN KAISHA. NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship Hakata Maru, having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and stored at their risk and expense.

Consignees of cargo from Singapore and Penang are requested to take immediate delivery of their Goods from alongside. Goods will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd., Agents. Hongkong, April 2, 1909.

NIPPON YUSEN KAISHA. NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON AND STRAITS.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Goods of the Hongkong and Shanghai Steamship and Navigation Company, Limited, and will be stored at Consignees' risk and expense.

No Claims will be admitted after the 7th instant. All claims against the Company must be presented to the Underwriters on or before the 14th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be taken to the Godowns, where they will be examined on the 7th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE BETWEEN CHINA & EUROPE, via DAIREN (DALNY).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Changchun (Kwantung), in connection with Siberian Express trains at Harbin, by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES: RYUUN LIAISON—For Ryojun (Port Arthur), 1 hour from Dairen. YINKEO LIAISON—For Yingkou (Newchwang), 1 hour from Dairen. SHANGHAI LIAISON—A light railway from Dairen to Anshan, connecting with the Korean Railway.

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "Kosa Maru" (2,877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchuria Express and Trans-Siberian Route (International Through Ticket).

RAILWAY HOTELS—TAIYUO HOTEL (Tel. Ad. "YAMATO"). At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (Kwantung), all managed by the Company and provided with every convenience, luxury, and comfort.

TICKET AGENTS in the FAR EAST & EUROPE: Messrs. THOS. COOK & SON, and the INTERNATIONAL SLEEPING CAR and EXPRESS TRAINS CO.

FUSION COAL. FUSION COALFIELDS—Fusion Steam Coal is supplied at Dairen, Yingkou, etc. Fresh stock always on hand.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN. Tel. Ad. "MANCHUO." Codes: A.B.C., E.S.E., A.I., and LITHIA.

Hongkong, January 1, 1909.

NOTICES TO CONSIGNEES. NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER DEVANHA. FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo: From London, 20,000 lbs. of Goods. From Penang, 10,000 lbs. of Goods. From B.S.N. Co.'s steamer. Optional goods will be landed here when instructions are given to the contrary before 6 hours.

Goods not cleared by the 7th April, at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godown.

E. A. HEWITT, Superintendent. Hongkong, March 31, 1909.

IMPERIAL GERMAN MAIL LINE. NORDEUTSCHER LOYD. BREMEN.

NOTICE TO CONSIGNEES. THE Steamship FRIZ SIGISMUND, having arrived, Consignees of cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk in the Godowns and/or extra hazardous Goods of the Hongkong and Shanghai Steamship and Navigation Company, Limited, and will be stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd., Agents. Hongkong, April 2, 1909.

NORDEUTSCHER LOYD. MELOCHERS & CO., Agents.

GARMICHAEL AND CLARKE. CONSULTING ENGINEERS AND SURVEYORS.

1, Queen's Building, Hongkong. 8-5, CHANCERY ALLEY, SINGAPORE.

OLD ADDRESS: GARMICHAEL, HONGKONG. GARMICHAEL, SINGAPORE. Office Used, Scott's 10th Edition: A.B.C. 4th and 8th Editions. Lieber's 8th Edition: Walker's Western Union and A.I. Telephone No. 229.

PEARL TRAMWAYS COMPANY, LIMITED. TIME TABLE.

WEEK DAY: 7.00 a.m. to 7.30 a.m. Every 30 minutes. 7.30 a.m. to 10.00 a.m. Every 15 minutes. 10.00 a.m. to 12.45 p.m. Every 15 minutes. 12.45 p.m. to 1.15 p.m. Every 10 minutes. 1.15 p.m. to 1.45 p.m. Every 15 minutes. 1.45 p.m. to 2.15 p.m. Every 10 minutes. 2.15 p.m. to 5.00 p.m. Every 15 minutes. 5.00 p.m. to 6.00 p.m. Every 10 minutes.

SATURDAY: 6.00 a.m. to 6.30 a.m. Every 15 minutes. 6.30 a.m. to 9.30 a.m. Every 15 minutes. 9.30 a.m. to 10.30 a.m. Every 10 minutes. 10.30 a.m. to 11.00 a.m. Every 10 minutes. 11.00 a.m. to 1.15 p.m. Every 15 minutes. 1.15 p.m. to 1.45 p.m. Every 10 minutes. 1.45 p.m. to 5.00 p.m. Every 15 minutes. 5.00 p.m. to 6.00 p.m. Every 10 minutes.

WEEKLY GAMES on Week Days: 7.00 a.m. to 7.30 a.m. Every 30 minutes. 7.30 a.m. to 10.00 a.m. Every 15 minutes. 10.00 a.m. to 12.45 p.m. Every 15 minutes. 12.45 p.m. to 1.15 p.m. Every 10 minutes. 1.15 p.m. to 1.45 p.m. Every 15 minutes. 1.45 p.m. to 2.15 p.m. Every 10 minutes. 2.15 p.m. to 5.00 p.m. Every 15 minutes. 5.00 p.m. to 6.00 p.m. Every 10 minutes.

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